



Newsletter



NEW ZEALAND COMPANY OF MASTER MARINERS (AUCKLAND BRANCH)

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2018 UP COMING EVENTS (Auckland Branch Meetings)

| | |
|-----------------------------|---------------|
| Committee | 8 October |
| General (Engineers invited) | 11 October |
| Committee | 3 December |
| Maritime Dinner | To be advised |

LADIES LUNCH

Twenty nine Members and their partners attended the Ladies' Lunch at the Remuera Club on Saturday, 11 August. Our Master, Captain Ted Ewbank took the opportunity to welcome Captain Roy Swan to the branch and presented him with his certificate and tie.



Captain Roy Swan being presented with his Certificate and tie

Commander Larry Robbins, OBE, as toast master, entertained everyone with his stories of playing with words in official reports.

NEXT GENERAL MEETING

The next branch General Meeting will involve invited Marine Engineers. While an invitation will be issued to the various Auckland Marine Engineers groups. Members are welcome to invite a particular engineer.

MARITIME NZ SAFETY BULLETIN

Lifejackets with kapok-filling or cotton straps could fail when used. These lifejackets are unsafe and should be replaced with new lifejackets as soon as possible. Old unsafe lifejackets should be destroyed so that they cannot be re-used or sold.



This is your day which some spent a lot of effort and time to be recognized. Your attendance will be appreciated.

NZ COMPANY AGM

The Company AGM took place in Wellington on Wednesday 8th August at the Bolton Hotel. Our Master, Branch Warden and Branch Secretary flew together on a blustery day down to the Capital for this event. The Executive Meeting preceded lunch and was dominated by three particular items.

Firstly, the demise of the Company magazine 'On Deck'; after much discussion, a resolution was passed to allow this production to become dormant until some keen, would be editor surfaced from the ranks of our younger members sometime in the future. It was felt that the membership was well served by the branch newsletters produced by Gerry Wright in Auckland and Gavin Dennison in Tauranga.

The matter led into the second major item, that was the Annual Capitation Fee. It was moved that without a magazine to fund, the capitation fee could be reduced from \$33 to \$25.00 for the 2019/2020 year. Lastly, application for full membership of the RSA has not been achieved but there are some promising signs that this might occur sometime in the near future.

Company Secretary Cor van Kesteren was delighted that Larry Robbins had stepped forward to take up the cudgel. We should be grateful that Cor held the fort so well for so long and absolutely delighted that a good man has taken over the role of Company Secretary. All other Company positions remain unchanged.

Also mentioned at the AGM was the fact that several NZ mariners have supported an initiative to have Commodore Chris Rhind recognised with a Royal Honour on New Years' Day. Despite living in Australia with his Australian wife, Chris is a New Zealander and as Commodore Master in Cunard, is very deserving of our nations acclaim.

MODEL SHIPS

The New Zealand Maritime School became the recipients of seven model ships gifted by Maersk Line. The ships all originally belonged to those British Shipping Companies that were taken over by Maersk several decades ago. All the models had been loaned to Wellington's Museum of the Sea' but when that entity decided to end its maritime persona, they wanted rid of the ships. Maersk Line offered the ships to the Maritime School in Auckland and the school gratefully accepted.

The models were collected from the Museum by past member Captain Martin Burley, who now lives and works in Wellington. He transported them to the new coastal tanker 'Kokako' for shipment to Marsden Point. Our Warden drove to Marsden Point in the Mission to Seafarers van and took delivery of the models.

They are now distributed within the Maritime School, with two being to big to fit in the lift and thus now reside at the Auckland Seafarers Centre. Some of our members will know these ships well.



Port Sydney



Port Pirie



Wellington Star



Strathmore



Northern Star. Almost 3 metres in length



Saracen

There is also a model of 'Cumberland'

WELLINGTON'S MUSEUM OF THE SEA

Having heard that the Museum of the Sea in Wellington had been renamed Wellington Museum your editor took the opportunity to visit the revamped museum.



The museum covers four levels telling the story of Wellington as a maritime city. Entry is through the Bond Store (and its pet rats) to the 'Telling Stories'. The first floor tells the Wahine Disaster and other maritime history. The second floor tells 'A Millennium Ago' and the Attic completes the full story.

The museum has been expanded to cover the city and its maritime history and is told step by step over the years. While the large ship models have gone they have been replaced by many interesting maritime artefacts.

The museum is well worth a visit to spend an hour or two or three. There are toilets on the ground and top floors.

Entry is free but donations are welcome.

LAUNCH SINKS

The Auckland launch *Black Watch* sank at her mooring off Bayswater on 14 August. Originally the navy's WW2 Harbour Defence Motor Launch Q1347. She was later refurbished as a Seaward Defence Motor Launch and named HMNZS HAHU and employed on Fisheries Protection duties. HAKU was the Editor's first command in 1965. He patrolled every mile of the coast from Three Kings to South West Cape and had fun doing it..

ONE OF THE LARGEST DREDGES TO DEEPEN LYTTTELTON



Dredge Fairway

The dredge Fairway, will begin deepening Lyttelton Harbour entrance. Lyttelton Port said it had worked with The Cawthron Institute and ship owner Boskalis to develop the biosecurity plan.

While the Fairway is working, a plume of silt will be visible from the dredge, but Lyttelton Port environmental advisor Jared Pettersson said it won't be bad for the environment.

The dredge can discharge its load either by spraying it over the front of the bow or dropped out through doors in the bottom of the vessel. Container vessels currently visiting Lyttelton commonly carry 4500-5000 twenty foot equivalent units (TEUs), and that will increase to 5500-6500 TEUs with larger vessels. With further dredging, vessels carrying 8000-9000 TEUs will be able to call at Lyttelton in future.

The dredge has recently been dock in Singapore for a bottom clean.

Source: Stuff

APPROVAL GIVEN TO DREDGE WHANGAREI HARBOUR TO ALLOW LARGER TANKERS TO ENTER

North Port has been given approval to deepen the approaches to Marsden Point. The deepening may not allow larger ships into Marsden Point but allow current tankers to carry more oil.

SOUTH PACIFIC MV KEA TRADER SALVAGE TURNS TO REEF CLEAN-UP

ONE year after grounding and splitting in two on a remote reef in the South Pacific, the Lomar Shipping-owned *Kea Trader* remains wedged in place as attention moves to recovery of debris that has collected on the reef.

Vessel boarding has only been possible 40% of the time since November because of poor weather at the site, 140 nautical miles from the nearest port of Noumea, New Caledonia, and around three hours' flight time from the coast of Australia, owner Lomar Shipping said in a press release.

Helicopter landings to remove items from the wreck are no longer possible as the forward section is listing 20 degrees, and the aft 12 degrees. The two remaining ship cranes on *Kea Trader* are no longer in operation.

The salvage operation has persistently been hampered by bad weather, which led to the vessel breaking in two in November 2017.

Kea Trader has been battered by a number of storms during the first half of 2018, including two cyclones in February and March.

Shanghai Salvage Company won a tender to continue the salvage operation in March. To date some 1,009 cu m of heavy fuel oils, diesel and other lube oils, and oily polluted water have been removed from the vessel. Some 697 of the original 782 containers and flat-racks on board have also been removed.

Four hundred tonnes of furniture, computer equipment, partitions, false ceilings, mooring lines and other potential flotsam have been removed.

Lomar Shipping declined to say when the salvage operation may be concluded.

GROUNDING ON RAROIA ATOLL

The 16,949 ton MV 'Thorco Lineage' ran aground on the northern outline of Raroia Atoll in French Polynesia in position 15 56 S 142 19 W, in the morning of June 24, 2018, following an engine breakdown.

The ship was en route from Baltimore to Hobart. The 18 crew members remained on board. The ship had reduced speed when sailing into the archipelago and tried to clear Raroia, but then ran straight into the atoll's northern boundary. A Dauphin helicopter and a Gardian aircraft of the Flottille 35F were deployed to assess the situation. Their over flights in the early afternoon showed that there was no pollution so far.



The ship was refloated on 27 June and was taken in tow by tug AITO NUI to Papette on 29 June, where she arrived on 03 July.

PROSECUTION UNAWARE OF ESTIMATED VALUE OF FIJI NAVAL VESSEL

The Prosecution in the General Court Martial against four Fijian Navy Officers charged with neglecting to perform a duty said yesterday they were unaware of the estimated value of the RFNS *Kiro*, which ran aground on Belcher Rock on July 14, 2016.



RFNS Kiro

Prosecutor, Captain Aisea Paka, was questioned by Judge Advocate Lieutenant-Colonel Jiten Singh during proceedings yesterday about the value of the ship to which he responded saying there was no mention of its value when the summary of evidence was conducted.

Capt Paka was then informed by the second accused, Lt Samuela Cikaitoga, that the vessel was given through aid from Australia. Lt Cikaitoga is charged alongside Lt Cdr Saula Tuilevuka, Lt Ben Salacakau and Ensign Mike Brown. They all pleaded guilty to charges of neglecting to perform their duty, which led to the running aground of the vessel at 5:45am near Makuluva Island and Nukulau Island.

Labelled as “a total loss” to the Fijian Navy, the ship has since been unsalvageable and is no longer operational. While presenting sentencing submissions in Court, Captain Paka invited the President of the Court Martial, Cdr Netani Sukanaivalu, Judge Advocate Lt Col Singh, and panel members Lt Cdr Enele Ma’afu, Lt Cdr Jeke Vakararawa, Maj Valu Raumakita and Lt Col Jone Tavainavesi to consider the Sentencing and Penalties Act of 2009 along with Section 71 of the Army Act of 1955.

Capt Paka said the charges were novel to sentencing Courts in Fiji and precedence was yet to be set. He invited the Court to consider the following penalties when deciding an appropriate sentence. The penalties range from the death penalty (which is not available in Fiji under the Constitution), imprisonment not exceeding two years, dismissal with disgrace from the Republic of Fiji Military Forces, dismissal from service, detention for a term not exceeding two years, forfeiture of seniority, reduction to rank or any less reduction in rank, fine, severe reprimand, reprimand, in the case of an offence which has occasioned any expense, loss or damage, stoppages, and such minor punishments as may be authorised by the Defence counsel.

Capt Paka told the Court Martial that as a general principle of sentencing, a Court may not impose a more serious sentence unless it is satisfied that a lesser or alternative sentence will not meet the objectives of sentencing. He said sentences of imprisonment should be regarded as the sanction of last resort taking into account all other matters.

He encouraged the court to consider the nature and gravity of the offence, the degree of culpability and the accused’s conduct during trial which indicated remorse or a lack of remorse on their part. Furthermore, he cited a UK case which saw four Navy Officers charged with neglecting a navy vessel, HMS Nottingham, which ran aground on July 7, 2002, on Wolf Rock near Lord Howe Island, off the coast of Australia.

All four Officers in the HMS *Nottingham* pleaded guilty to the offence and were given penalties ranging from reprimand, severe reprimand and dismissal from ship. Capt Paka submitted to the Court to consider three alternative penalties, since there was no provision for dismissal from ship and discharge to shore postings in the Fijian jurisdiction. He said the men in the HMS *Nottingham* case were not given prison terms because they had taken a progressive approach and pleaded guilty at the earliest opportunity.

The aggravating factors of the case were that as senior officers, Lt Cdr Tuilevuka, Lt Cikaitoga and Lt Salacakau should have known better at the time of the incident and their lives as well as the lives of the men on board the RFNS *Kiro* on July 14, 2016, were put at risk. Prosecution submitted that fortunately no injuries were noted and there were no deaths recorded. On the issue of fines, Capt Paka said the Court Martial could not impose a fine of more than 28 days’ worth of the accused’s salary. The accused men will be sentenced tomorrow at the Court House at Queen Elizabeth Barracks in Nabua. **Source: Fiji sun online**
There would not be an issue over cost if the Navy had accepted offers of help from outside at the time! Pride comes before the fall.

OUR NAVY

NEW ROLE FOR DECOMMISSIONED HMNZS MANAWANUI

The recently decommissioned HMNZS Manawanui will soon be fighting environmental hazards in the Pacific.

The foundation will use the ship to do research into slowing the corrosion of shipwrecks to determine out how much bunker oil remains. Its mission is to preserve maritime heritage, protect dive sites that generate national income and circumvent potentially catastrophic oil spills. Key to the foundation's work will be ships sunk World War II battles across the Pacific. Some of them are leaking oil, after the war that raged across the Pacific.

After 30 years of proud service, former Manawanui was handed over to her new owners at the Devonport Naval Base on July 2. Renamed MV Recovery, the new ship's master Bill Fenelon sailed to Australia in mid-July for a refit.

She will then spend several months on shakedown research missions off the Australian east coast before heading into the Pacific to work on maritime and environmental conservation efforts.



Manawanui

The Manawanui (A09) was built in 1979 in the United Kingdom as a diving support vessel for North Sea oil rig operations. She was commissioned into the Royal New Zealand Navy in 1988 as HMNZS Manawanui and gave almost 30 years of faithful service as the Navy's diving and mine counter-measures support vessel. Source: stuff.

HMNZS OTAGO

The Offshore Patrol Vessel HMNZS *Otago* is currently based in Fiji and working in the South Pacific until December checking foreign fishing vessels and checking for drug smugglers.



HMNZS Otago

DRUGS BUST

NZ Herald 25.7.18

The Inshore Patrol Craft HMNZS *Taupo* recently helped the Fiji Government retrieve 12 kilograms of cocaine from a remote island – 40 kilograms had been seized from the same island in the Lau Group this month. *Taupo* is also training young Fijian sailors.

HMNZS TE MANA

Our frigate *Te Mana* took part RIPAC 2018 during the past two months with 52 other ships, 5 submarines, 200+ aircraft and 25,000 personnel. All forms of warfare were exercised about Hawaii during this multi-nation exercise.

HMNZS TE KAHA

Our frigate *Te Kaha* is currently in Esquimalt in British Columbia, where the ship is undergoing an upgrade to extend her operational life a further ten years.

HMNZS CANTERBURY

HMNZS *Canterbury* is currently berthed at Devonport, Auckland.

HII LAYS TANKER AOTEAROA's KEEL



Two pieces of *Aotearoa*'s keel were joined at the symbolic keel-laying ceremony in Ulsan, South Korea. Photo: New Zealand Defence Force

Hyundai Heavy Industries hosted a keel laying ceremony for the Royal New Zealand Navy's future tanker HMZS *Aotearoa* at its shipyard in Ulsan, South Korea, on August 13.

Aotearoa's keel laying consisted of more than 500 tonnes of carefully constructed keel blocks being positioned together in the dry dock, where she will continue to expand upwards and outwards until her launch date early next year.

Aotearoa represents the first of a new fleet of RNZN ships built specifically to address the global requirements of the New Zealand Defence Force and government agencies for deployment from Antarctica to the Arabian Gulf.

The keel laying ceremony took place some seven months after first steel was cut for the New Zealand Navy's largest vessel ever.

INTERNATIONAL

USB STICKS CAN SINK SHIPS IN THE CYBER AGE

11 Jul 2018 David Osler

'LOOSE lips sink ships,' the famous US Second World War propaganda slogan warned us. But technology moves on, and these days a USB stick can do the job just as easily as unguarded talk.

And the fear has to be that many industry leaders — most of them already adults in those dark and distant days when mobile phones were not even a thing — remain largely clueless about the extent of the problem.

As experts warned at a recent seminar in London, the very nature of shipping makes it highly vulnerable to cyber-attack.

This is happening, and it is happening now. One of the statistics cited was the claim that malware has been introduced on well over 1,000 vessels since 2013.

That is almost certainly an underestimate, given the reluctance of many companies to report problems. The best guess is that that tally might be out by a factor of at least two.

Not even the biggest names in the shipping world are exempt from the attentions of hi-tech miscreancy.

Just ask [Maersk](#) or [Clarksons](#) if you desire confirmation of that.

IMO SPOTLIGHT'S CREW FATIGUE

Shipping companies are being urged to do more to manage and reduce crew fatigue. The International Maritime Organization's sub-committee on human element, training and watch keeping has agreed a revised version of the fatigue mitigation and management guidelines.

The proposals are the culmination of four years' worth of deliberations and include a section on what companies can do to tackle fatigue. The guidelines, which have been seen by Lloyd's List, will be sent to the Maritime Safety Committee, convening in November, for final approval. Australia put forward the proposal to revise the guidelines four years ago and the revised version includes about 75% of its suggestions, according to Australian Maritime Safety Authority vessels operation manager Michelle Grech.

During the revision process, some delegates raised concern that the changes to the guidelines would conflict with existing crewing regulation, which stipulate the maximum working hours on board ships.

IS ALANG ON THE CUSP OF TRANSFORMATION?

10 Jul 2018 Inderpreet Walia

A decade ago, the ship recycling industry adopted the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. But the regulation has yet to be ratified.

There are efforts by Asian countries — most notably India and Japan — to bring their yards up to an acceptable level of compliance. But have there really been any improvements?

Ship recycling in Alang, India, has been of grave concern to environmentalists, who claim caution is deprecated and businesses prioritise productivity before safety, potentially risking the health of thousands of workers and causing pollution.

Safety standards in Alang — the biggest scrapyards in the world — were thrust into the spotlight last year, following reports of two major fires at its yards.

According to the NGO Shipbreaking Platform — a coalition of environmental, human rights and labour organisations part-funded by the European Union — which has been vociferous in opposing the beaching method used in Alang due to the risks involved, the two incidents cost the lives of eight workers. These claims have still to be verified. The Gujarat Maritime Board confirmed at least two fatalities.

In its 2017 annual report The NGO Shipbreaking platform also highlighted the alarmingly poor labour and living conditions for workers, as well as the poor environmental protection standards in Alang. However, it has not visited the yards for several years.

A few years ago, Alang was openly hostile towards the HKC. But attitudes are changing. At the beginning of 2018, around 61 yards of the 120 located in Alang were operating under the guidelines of the HKC, having acquired statements of compliance from classification societies such as Class NK, Rina and IR Class.

Transformation

A trip to the yards in Alang — a small town in the Gulf of Cambay, on the west coast of India — shows all the compliant yards have transformed standard operating practices.

These yards have improved infrastructure through the introduction of impervious flooring for secondary and tertiary cutting, as well as new cranes, storm water drainage and waste collection systems.

In addition, safe-for-entry, safe-for-hot work, confined-entry, working-at height and other safety procedures and environmental measures are in place.

The HKC, drafted in 2009, centres around safety during the ship recycling process. The treaty dictates specific guidelines for vessel construction operation and preparation, among others, as well as guidelines for ship recycling operations.

To be enforced, the treaty needs ratification from at least 15 member states, representing a minimum of 40% of the global merchant fleet by annual gross tonnage, while the combined annual ship recycling volume over the past decade must be at least 3% of the gross tonnage of the ratified countries' merchant fleet.

Circular economy

1600 hrs is an important time of the day in Alang. This is when the approximate 750 shop owners from Alang's second hand market, selling refurbished items recovered from ships, gather in the yards for the daily auction.

Recovered furniture, office equipment, machinery, crockery, old blankets, mattresses, lubricants, cables, antique paintings, fire fighting equipment, even lifeboats, can be bought at almost one-third of market value.

India reuses most of the second hand items from scrapped ships. Steel is a major source of raw material for the re-rolling mills, which rank fourth in terms of world steel production, with between 1%-2% of domestic demand supplied by the ship recycling industry.

According to a paper published by Anand Hiremath at el in 2018, the range of waste generated from the ship recycling process is a little as 0.5%-1% of each vessel's total weight, with the rest of the material being recycled and reused.

This circular economy provides enormous potential for innovation and the generation of diverse jobs.

There are around 25,000 workers directly employed in the ship scrapping industry, plus another 150,000 indirectly employed, data from the Gujarat Maritime Board shows.

India is close to ratifying the convention. A draft bill has been put before the country's parliament and consultations with stakeholders have been taking place since December last year.

Class NK consulting services manager Michihiko Takahashmi, who has been assessing and consulting for yard compliance in Alang, said there were several ship recycling facilities in India that had developed their infrastructure and procedures. "Many yard owners are making investments to upgrade the standards of their recycling facilities," he asserted.

"There is a great chance that both India and Japan will comply with the HKC by the end of this year."

The Japanese classification society has issued a statement of compliance to 15 yards in Alang and is in the process of certifying another five.

Leela Group chairman Komalkant Sharma claims more than 60% of the yards in India are now following the HKC, as 61 yards already have certificates of compliance, while 23 yards are in the process of doing so.

Leela Group represents three shipbreaking yards in Alang: Leela Ship Recycling, Leela Green Ship Recycling and Sarvag Shipping Services.

At the same time, competition has increased for the cash buyers. Mr Sharma said there used to be only four players in the industry, but this number has risen to 17 in recent years.

The increased competition has brought consciousness to yard standards which can be attributed to the investments made by owners to upgrade infrastructure levels, according to Mr Sharma.

Cost barriers

The cost to yards of upgrading a typical scrapping plot, though, remains a barrier for some. Infrastructure works typically cost between \$250,000 -\$500,000, depending on the size of the designated area, plus classification society consultancy fees of \$20,000-\$50,000.

Rajesh Arya, a fourth-generation ship breaker and owner of the Shubh Arya Steel yard, believes better risk returns on these investments would see more yards in Alang certified to HKC standards. He calls for more tangible rewards for yard owners who maintain better safety regulations, or tax incentives by the government.

In 2013, the Gujarat Maritime Board implemented its Ship Breaking Code, which streamlined ship breaking procedures in Alang.

India signed an agreement with the Japan International Co-operation Agency in 2017 on a \$76m loan to upgrade Alang- Sosiya yards.

The renovation project will cost \$111m, comprising the loan from JICA and \$25m from the Gujarat government.

The remaining \$10m will be jointly financed by the Gujarat government, as well as the Ministry of Shipping. Gujarat Maritime Board will oversee putting the upgrade project into effect, with a completion date scheduled for 2022.

Can Alang change its ways?

10 Jul 2018 Inderpreet Walia

Driving roughly an hour to the west of Bhavnagar — the sprawling industrial centre where most of India's ship scrapping offices are located — you come upon the sunbaked road leading to Alang.

The journey through the dusty villages and fields ends at a huge gate welcoming you to Alang-Sosiya recycling yards. Once you enter the area, the entire landscape changes. As far as the eye can see in either direction along the beach, there are hulking hulls of ships of all sizes — some towering high, waiting to meet their fate, while others are superstructures cut into different pieces.

Ship breaking in Alang began in 1983, using tidal motion combined with geographical and coastal conditions for berthing.

Over the past 35 years, Alang's yards have scrapped approximately 6,500 ships at an average of around 185 ships per year, according to Gujarat Maritime board.

Activities are conducted primarily in four zones: ship cabins and interior, inter-tidal, and the primary and secondary zones.

The intertidal zone is the damp area between the high and low tide lines. Vessels are routinely beached during high tide and then dismantled systematically, slice by slice.

The sections are cut away and separated from the ship in the intertidal zone during low tide.

Previously the majority of these tasks were performed on bare earth, contaminating the coastal soil and sea water environment through the discharge of ozone-depleting substances, oil spillage, floatable grease balls, metal rust and various other disposable refuse materials.

But the picture looks quite different today. The yards that are Hong Kong Convention-compliant and those in the process of gaining compliance have cemented the primary and secondary cutting zones, using a geomembrane liner so the oil does not seep into the sand or ocean.

Drainage systems

Steam jets are used for cleaning, while proper drainage systems have been installed and the handling of hazardous materials has improved drastically.

Specialised workers also clean up the different segments and methodically separate waste, packing items for recycling and storing them in designated temporary storage areas rooms.

The major yard owners now have a backyard where cleaned slices are moved using cranes and the workers — geared up with personal protective equipment and gas masks — torch the blocks on an impervious floor.

“Most of the yards nowadays work and manage each recycling project according to a tailored ship specific recycling plan for a safe and environmentally friendly dismantling,” Leela Green Ship Recycling director Vishaal Raj Soni told Lloyd's List on a visit to Alang.

Mr Soni, who spent 12 years in the construction industry in India before joining the ship recycling sector, praised the level of emergency training for shipyard workers in Alang.

Yard owners also analyse sea water, soil and air samples periodically as a requirement under the HKC, he said.

The reports are monitored and also shared with the shipowners whose vessels are being scrapped. The yards also practise downstream waste management, Mr Soni said.

The collected asbestos and asbestos-containing materials from the ships are safely disposed at the common hazardous waste treatment storage disposal facility operated by Gujarat Environment Protection and Infrastructure via a “solidification and stabilisation” process.

Glass wool disposal cells are made at the facility, with double-layered geo membrane liners preventing seepage of any liquid waste to the subsoil.

A leachate collection and treatment facility is available, in addition to an incinerator and water treatment facility.

There is also mandatory 12-day training for workers to get a licence to operate in any scrapyards in Alang, said 29-year-old Vipul Dhabhi, a worker in Sarvag Shipping Services whose father was also in the same profession.

“It is difficult to work with gloves and boots under the blistering heat... my father never did that,” he said.

“But now, there is a continuous push by the safety officers in the yard to wear the safety equipment, even if we are not doing any hazardous work,” he added.

Under its flagship Sagarmala programme, the Indian government provided \$1.5m in funding for occupational health and safety training in Alang in 2016-2017.

The programme has provided basic health and safety training to 4,036 workers since February 2017.

Where the sun never sets

10 Jul 2018 Inderpreet Walia

The tide is turning in Alang. The day is not too distant when all the ships destined for recycling in India will land up in a Hong Kong compliant yard.

The Hong Kong Convention matters for a number of important reasons, as it is only few years ago that the ship owners realised their responsibilities to ensure that ships be sent for recycling in a safer fashion and with better information about the hazardous substances they contain.

The industry's transitional measures represent pragmatic guidelines for responsible behaviour.

It is no small task living up to the guidelines set up by the regulations, but Alang has made progress and there is a willingness to improve further.

At present, there are around 120 active recycling yards dismantling end-of-life ships to extract various types of scrap and equipment for recycling, out of which 61 have achieved Hong Kong Convention compliance and 23 are in the process of gaining it.

Alang is the world's largest ship recycling destination, where old and decommissioned ships line the 10 km stretch along the coast of the Arabian sea.

SAFETY FIRST

The international awareness of on board safety is increasing. "On board health and safety is subject to expanding laws and regulations", says **Vladimiro Bonamin**, Global Business Development Manager at **Environment, Health & Safety**. By the end of 2018, an Inventory of Hazardous Materials (IHM) will be mandatory for all new build vessels.

As of 2021, or prior to being recycled, it will apply to all seagoing vessels of more than 500 tons", continues V. Bonamin.

An IHM is part of the Hong Kong Convention adopted by the International Maritime Organization (IMO) in 2009. This convention was designed to make sure that ships and offshore platforms are dismantled minimizing risk to people and the environment. "The report will not only state which hazardous materials, such as asbestos, mercury, lead-containing paints or chromium-6, are present, it also specifies the quantities, locations, conditions and risks associated to health."

CYBER ATTACK SOLUTION?

Cosco Uses Yahoo Mail to Communicate Chinese state-owned shipping conglomerate

Cosco announced Monday that its North American operations have "totally recovered" from last week's cyber attack, which forced the firm to partially shut down its networks. However, the firm's busy LA/Long Beach operations are still using Yahoo Mail as an alternative to their corporate email for customer communications, and its North American website (www.cosco-usa.com) now redirects to a page on the parent company's domain. "All communication channels including telephone, email, and electronic data exchange have been restored," said Cosco's corporate headquarters in a statement. Separately, in a frequently-asked-questions list posted to its temporary USA site, Cosco said that its customer service email system is not yet back to normal at LA and Long Beach.

For other ordinary functions and departments - bills of lading, COD, VGM, inbound container release, marine operations, hazardous goods, and many more - the firm has created a list of about 50 temporary yahoo.com email addresses to communicate with its partners. The attack hit Cosco's North American operations last Tuesday, and at about 2000 hours Eastern time, the firm shut down the Cosco Shipping North America computer network as a precautionary measure. The firm said that business operations in other regions were still proceeding, and it was working to make a "full and quick recovery." Cosco has not reported any impact on its vessels or on its port operations abroad. Maersk Group suffered a much more damaging cyber attack last year when the Russian-launched "Not-Petya" malware virus spread to networks at Maersk Line and at APM Terminals. The world's top maritime logistics firm needed nearly one month to restore all of its customer-facing electronic services after the attack, and the total financial impact was estimated at about \$250 million. **Source : MAREX**

A USN PROBLEM

RECYCLING USS ENTERPRISE PROBLEM

It will take Puget Sound Naval Shipyard more than a decade to dismantle the Navy's first nuclear-powered aircraft carrier, according to a recently published Government Accountability Office report.



USS Enterprise

The potential cost of the project could top \$1.5 billion and cause further delays to the shipyard's already backlogged maintenance cycle, the report added. Ever since the **USS Enterprise** retired from active service in 2012, the Navy has been trying to sort out just how to dismantle and dispose of the carrier.

A SOVIET PROBLEM TOO

The floating dock "**Itarus**" arrives at Saida Bay with the radioactive contaminated hull of storage barge PM-124 from Severodvinsk. **PM-124**, a barge built in 1960, is severely contaminated by radionuclides after serving the Zvezdockha shipyard in Severodvinsk since the first nuclear powered submarines started to sail for the Northern Fleet.

The barge has four storage compartments for a total of 560 spent nuclear fuel assemblies, equal to three reactor cores. Additionally, there are several on board tanks for storing liquid radioactive waste. Already in Soviet times, **PM-124** was in bad shape and the idea was to remove it from active use in 1985, but lifetime was expanded until 2005.

Since then, the barge has caused a real radiation safety headache for the shipyard in Severodvinsk. Although the spent nuclear fuel is unloaded, the hull is still highly radioactive. Also, after 2005, the storage compartments have been used for solid radioactive waste. the barge was not well-fitted for long-distance towing, a final solution came up this summer by using the newly built "**Itarus**" floating dock for the transport across the White Sea and Barents Sea to the regional long-term storage in the Saida Bay.